



FY22 Budget: Public Hearing

May 27, 2021



FY22 Operating Budget: Executive Summary

In FY22, BART will **restore service** and use federal funding to **support the region's economic recovery**

The FY22 Operating Budget makes investments in:

- More frequent **service**, including weekends, and longer service hours
- Less crowding
- Increased employee presence throughout the system to promote **safety and security**
- **Cleaner** trains and stations
- Reducing long-term expenses and liabilities via **increased allocations**

BART continues to face significant medium- and long-term operating and capital challenges

September ridership promotion (50% all Clipper fares) to bring riders back

August 30 Service Change

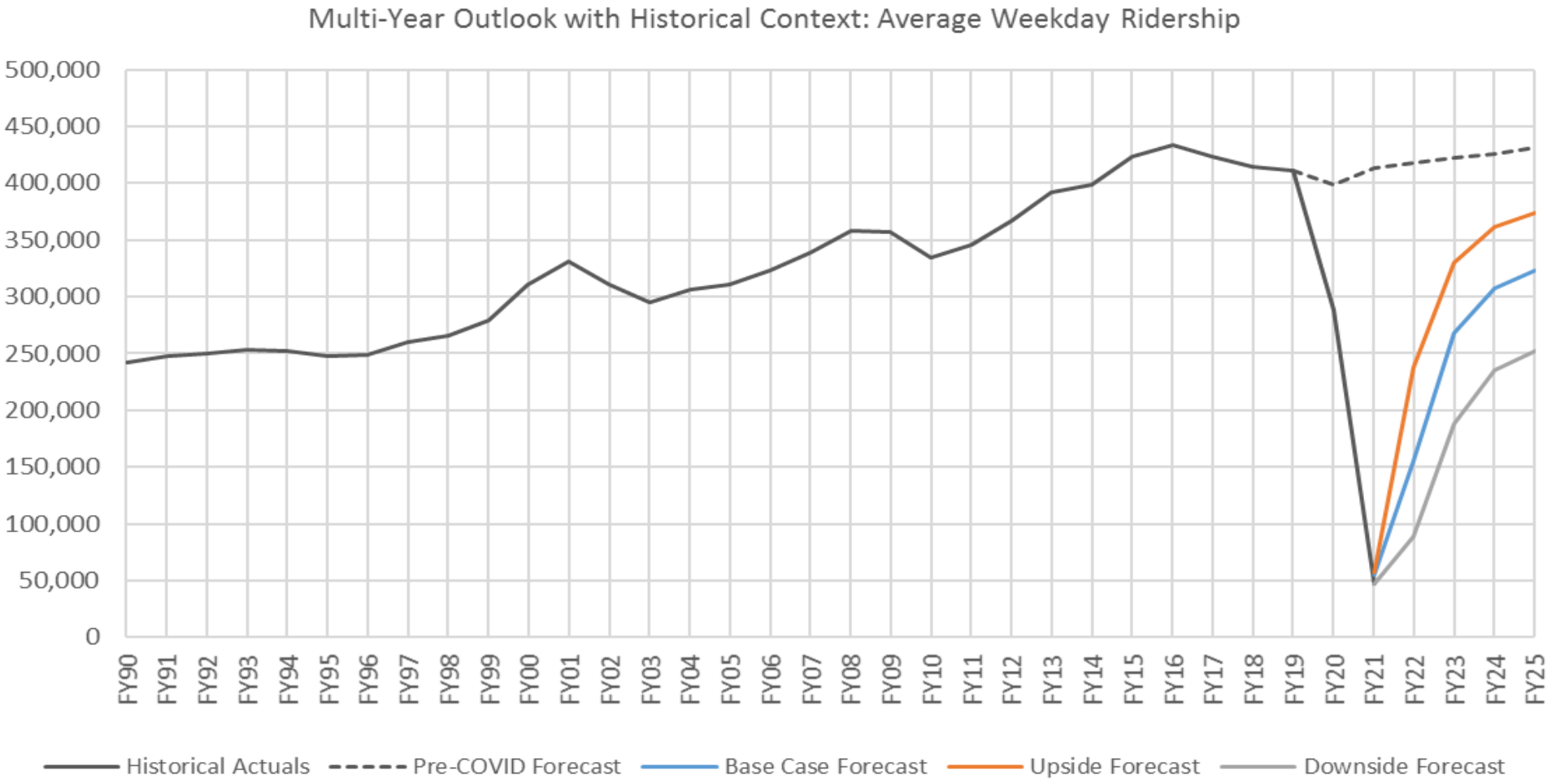
Expands weekday service frequency, plus late-night service
Earlier Saturday opening, later close, plus additional peak trips

	Peak Trips	Day			8:00pm 30 min 3 route	Night
Weekday		5:00	5 Route / 15 min			12:00
Saturday	20	6:00	5 Route / 30 min			12:00
Sunday		8:00	3 Route / 30 min		9:00	

Enriched service begins 8/30

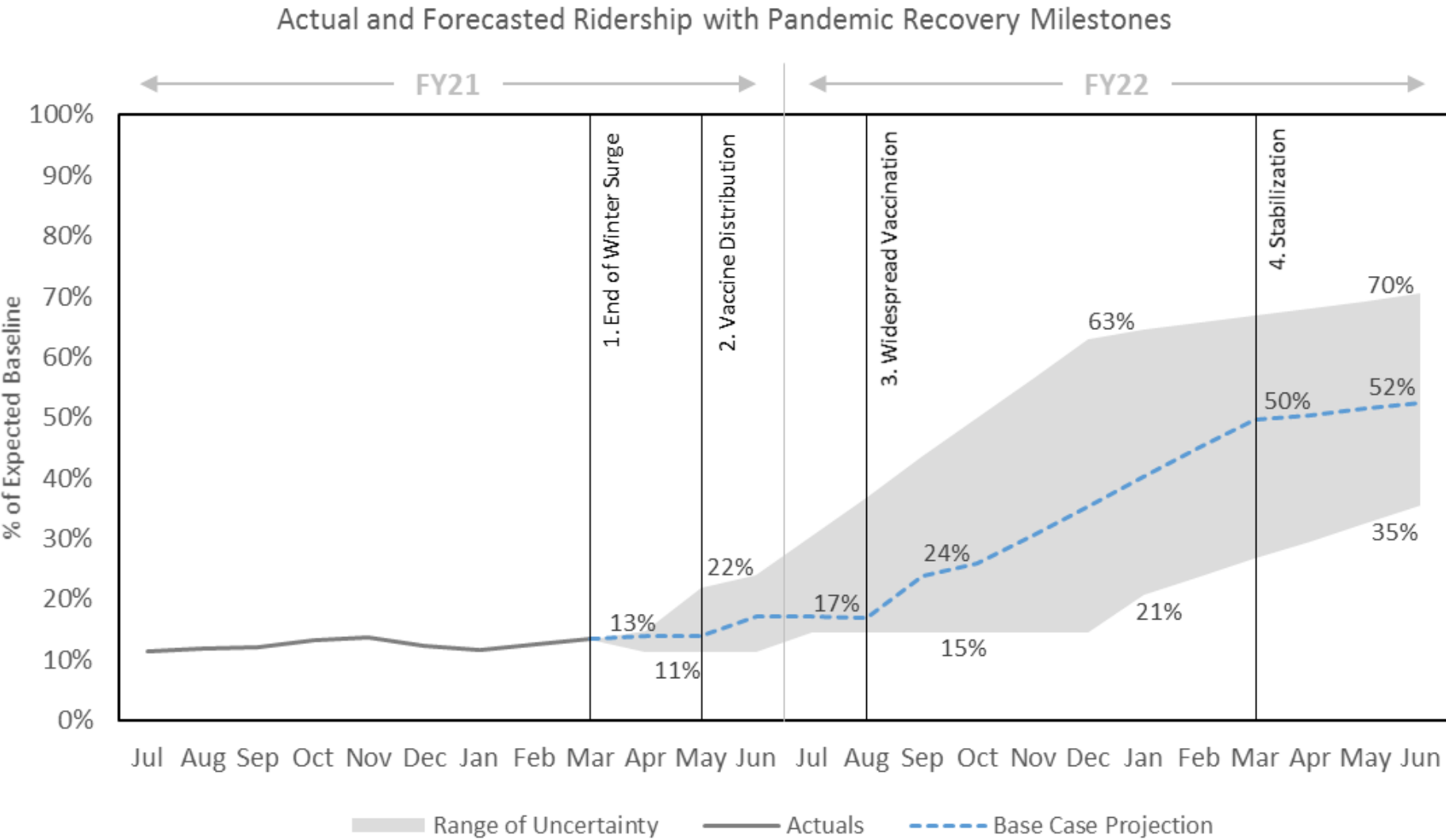


Unprecedented Ridership Decline



Ridership Recovery Projection

Ridership recovery assumptions assume an average of 36% of pre-COVID levels in FY22



FY22 Operating Budget: Income Statement

Sources (\$M)	FY21 Adopted	FY22 Current	Change	
			\$	%
Rail Passenger Revenue	148	166	18	12%
Parking Revenue	10	10	0	0%
Other Operating Revenue	24	20	-4	-17%
Sales Tax Proceeds	239	262	23	10%
Other Financial Assistance	182	176	-6	-3%
Subtotal - Regular Revenues	604	634	31	5%
Federal Assistance (CARES + CRRSAA)	251	328	77	31%
FEMA Reimbursement	20	0	-20	-100%
Deferred Allocation (FY20 Railcars)	40	0	-40	-100%
American Recovery Plan (ARP)	0	57	57	-
Subtotal - Emergency Assistance	311	385	74	24%
TOTAL - OPERATING SOURCES	915	1,019	104	11%
Uses (\$M)				
Labor & Benefits	624	650	26	4%
Power	48	49	1	2%
Other Non-Labor	179	161	-18	-10%
Bond Debt Service	47	57	10	21%
Allocations	17	102	85	500%
TOTAL – OPERATING USES	915	1,019	104	11%
NET RESULT	0	0		

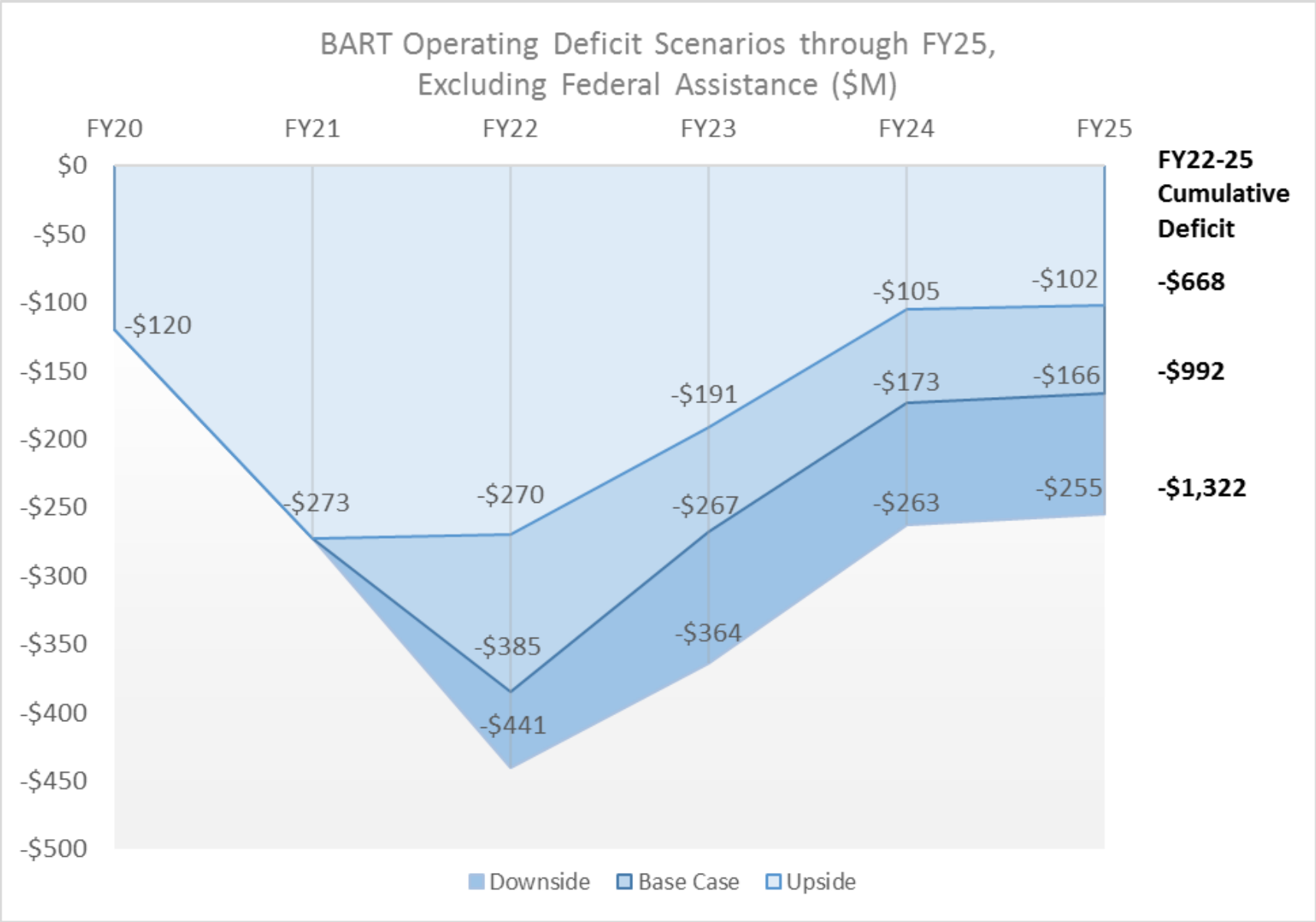
FY22 Sources – Summary

Sources (\$M)	FY21 Adopted	FY22 Updated	Change	
			\$	%
Operating Revenue				
Rail Passenger Revenue	148	166	18	12%
ADA Passenger Revenue	0	1	0	67%
Parking Revenue	11	10	-1	-8%
Other Operating Revenue	24	20	-4	-16%
<i>Subtotal - Operating Revenue</i>	<i>183</i>	<i>196</i>	<i>13</i>	<i>7%</i>
Financial Assistance				
Sales Tax Proceeds	239	262	23	9%
Property Tax Proceeds	51	55	4	8%
SFO Ext Financial Assistance	43	21	-22	-51%
VTA Financial Assistance	30	37	7	23%
MTC Assistance – Clipper Start Pilot	2	1	-1	-63%
Local & Other Assistance	6	7	1	23%
State Transit Assistance	29	28	0	0%
Low Carbon Transit Operations Program	9	4	-4	-48%
Low Carbon Fuel Standard Program	14	23	8	57%
<i>Subtotal - Financial Assistance</i>	<i>421</i>	<i>438</i>	<i>17</i>	<i>4%</i>
Emergency Assistance				
Federal Assistance (CARES + CRRSAA)	251	328	77	31%
Other Emergency Assistance	60	0	0	-100%
Federal Assistance (ARP)	0	57	57	-
<i>Subtotal – Emergency Assistance</i>	<i>311</i>	<i>385</i>	<i>74</i>	<i>24%</i>
TOTAL - OPERATING SOURCES	915	1,019	104	11%

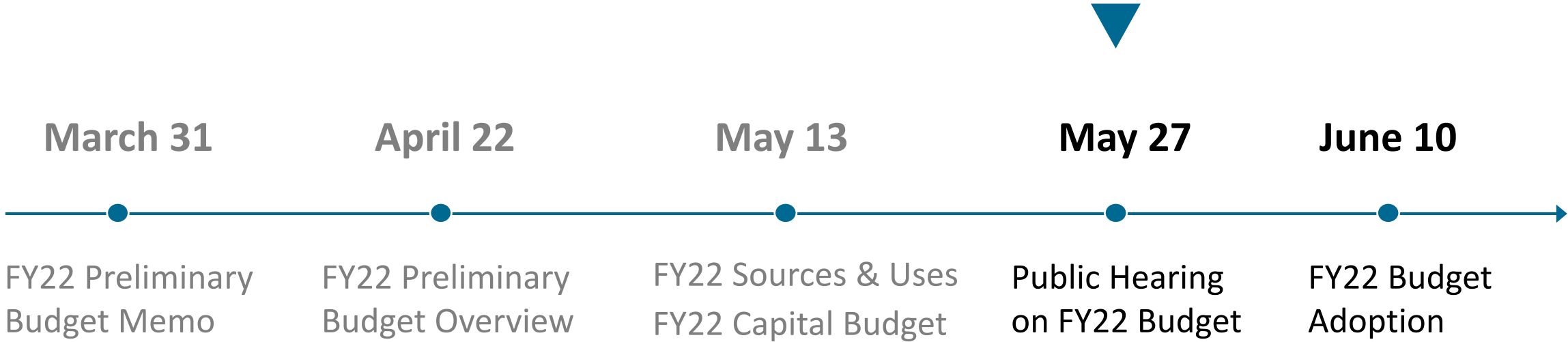
FY22 Uses – Summary

FY22 Uses (\$M)	FY21 Adopted	FY22 Updated	Change	
			\$	%
Operating Expenses				
Labor & Benefits	624	650	26	4%
ADA Paratransit	16	14	-2	-13%
Purchased Transportation	12	12	2	22%
Power	48	49	1	2%
Other Non-Labor	151	134	-17	-11%
<i>Subtotal – Operating Expense</i>	<i>851</i>	<i>860</i>	<i>10</i>	<i>1%</i>
Debt Service and Allocations				
Debt Service	47	57	10	21%
Capital Rehabilitation	15	34	19	129%
Restored FY21 Capital Rehabilitation	0	15	15	-
Priority Capital Projects/Programs	0	34	34	-
BART-to-Antioch	0	7	7	-
Allocation to Pension Liability	0	10	10	-
Other	2	2	0	0%
<i>Subtotal – Debt Service and Allocations</i>	<i>64</i>	<i>159</i>	<i>95</i>	<i>149%</i>
TOTAL – OPERATING USES	915	1,019	104	11%

Five-Year Revenue and Expense Projections



Timeline and Next Steps





Discussion